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The Intelligencer.

WHEELING, W. VA., SEPTEMBER 29, 1887.

The Local Situation.

With every desire to be entirely courteous to our friend, "Cold Short," we must say that his communication in to-day's issue has more length than either breadth or thickness. He refers to a present blockade of freight around our depots as proof that we are suffering for another outlet by rail to the West or South.

"One swallow does not make a summer," and no more does the temporary breakers in receipts or shipments at the two principal railroad depots of the city prove what he originally affirmed in regard to our suffering condition for lack of another line of road. If it proves anything it is only that our present depot accommodations are too restricted. The lines in existence have no difficulty as a rule in handling all the freight offered them here or arriving here, and they could, nine-tenths of the time, so far as our facilities are concerned, handle very much more than they get.

The object we had in view was not to combat the building of as many more lines to Wheeling as anybody may be willing to construct. We are just as friendly to railroads as anybody else. But, by comparison with other needs, it is not a lack of railroad facilities that we are suffering from at all. We have pointed out that we are just as well off as Pittsburgh in respect to railroads, and this is saying enough on that head. But we are not as well off as Pittsburgh in the matter of cheap coke. Her manufacturers not only have a large interest in the production of coke, but being nearer to the source of supply they get a cheaper rate of freight. This is a profit that Wheeling, to compete in her struggle at this time to venture in the production of nails and soft steel. Unless she does get cheaper raw material, both coke and ore, her situation will become critical. And all the money she spends at a time like this on railroads or railroad bridges will simply add to the burdens of her interest and not reach the real ailment at all.

Our principal industry has been dangerously hurt by the wire nail. We have got to get cheaper coke and cheaper ore in order to make the Bessemer iron, out of which our steel nails are made, as cheap as any body else can make it. Unless we do this we will soon realize that we have railroads enough for all our wants.

And, further, we have got to get justice at the hands of Congress as respects such a rectification of the tariff as will not protect steel rails at our expense, making them the great monopolizers of Bessemer ores at fancy prices because of their better protection. The manufacturers of soft steel will demand that if Congress will not advance the tariff on billets, slabs, ingots, &c., to a protective point that they shall likewise reduce the tariff on steel rails to a point that will assure cheaper ore to all consumers of it and prevent a monopoly of it by one class of preferred manufacturers.

As to cheaper coke, that is a matter that a proper degree of enterprise and energy can at least partially rectify, and we are glad to know that attention is already turned in a proper direction. It will pay Wheeling much better to spend money for cheaper raw material than to waste it on railroad wants that are not wanted at all by comparison with our real needs.

The President's Style of Traveling.

The President is to make his Western and Southern trip in first class style; Pullman sleeping cars, dining cars, and all that railroads of this day provide for those who desire the best. This has brought down upon the President some critical comments upon Jeffersonian simplicity.

These criticisms are far-fetched. The salary of the President of the United States is sufficient to enable him to travel in the best style, with all the comforts with which it is possible to surround a traveler. The salary was increased that the President might not be pinched, but easily able to live as becomes his high station.

The people of the United States do not demand or desire that their President shall go about in an improved cattle car. They have sufficient respect to be glad that the President has not determined to hitch himself and his wife on the cow-catcher of a freight train and so make their journey.

There is a good deal of humbug about the article of so-called Jeffersonian simplicity. No man of his time was more fond of the best than the author of the Declaration of Independence. In his journeys he never took the gravel train. He used his own equipage, which was about as good as money could buy. While he was in Philadelphia he kept four horses for his pleasure, a good deal of state in those days.

It is true that Jefferson rode horseback down the avenue to his inauguration, got off and hitched his horse in true democratic style. But this was because his horse and carriage had not arrived, and the President-elect didn't want to walk. So far as Jefferson's means and opportunities went there was no stinting in his way of living. If he were traveling to-day he would have the best he could get. Alas! he went too soon for the palace car!

An English Edition of American Geography.

Recently the London Times began to believe that ours is something of a country after all, and, one thing leading to another, conceived the clever idea of sending over a staff correspondent to "write up the country." So much of the correspond-

ent's work as we have seen is well done for a raw John Bull fresh from the office of a London newspaper. If we may credit the Pittsburgh Times, the brightest gem in the collection has escaped us. The London writer is thus quoted by the Pittsburgh newspaper:

"The reader needs to be told nothing further when he knows that the Times correspondent speaks of the 'magnificent woods of the Senegahanna' along the shore of the New York Bay, and the fine effect from the Astor House windows of 'the beautiful range of the Allegheny Mountains,' and 'the river of the Niagara caters which empties itself out of the Mississippi into the Oregon Territory,' and so on.

If this bird's-eye view of the United States has really appeared in the London Times, the writer is an uncommonly stupid labor-saving machine. Scribner's Magazine for October contains the last installment of "Unpublished Letters of Thackeray." In this collection is "An Imaginary Letter from New York," bearing date September 6, 1848. This happy thrust at those Englishmen whose gross ignorance of America led them into all sorts of absurdities, was first published in 1876. Here is a leaf from Thackeray's humorous geography:

"The entrance of the bay is beautiful; magnificent woods of the Senegahanna stretch down to the shore, and from Hoboken lighthouse to Vancouver's Island, the bay presents one brilliant blaze of natural and commercial loveliness. The Allegheny mountains, which I see from my window, and the roar of the Niagara caters, which empties itself out of the Mississippi into the Oregon Territory, have an effect which your line eye for the pictureque, and keen sense of the beautiful and the natural would I am sure lead you to appreciate.

It is clear enough from this that somebody has been "working" the Thackeray letters.

"COLD SHORT"

Makes Additional Comments on Wheeling's Facilities and Needs.

To the Editor of the Intelligencer.

Sir—In this morning's issue you criticize, in a courteous, amiable manner, this generalizing remark in my last letter to the "Age of Steel": "Wheeling needs increased facilities for transporting the manufactured products of her factories and mills to the consuming centers of the West and South." The writer, I am sure, differs with me only as to exigent modes and methods; we both have the same purpose of heart—to promote the progress of our city.

It may be true that just as matters are now conditioned there may be no urgent need for increased facilities, that those we now have may be ample to transport the products of our industrial establishments to the markets of the West and South; but for the past month there has been an irritating blockade of freight on the line entering the city from the East and West. Goods which are usually brought from two to six days "in transit" are now blocked out, lying on some switch or side track for weeks. What causes this?

Trade is not a particle more active than it should be at this season. Does it not rather indicate that the securing of a more becoming spirit of commercial activity and enterprise than has been wont to manifest during the past two years, and would not the addition of a railroad or two assist in the generous promotion of this newly awakened spirit of progress, and also better our chances by attracting attention to our great natural advantages? And has not this indolent satisfaction with the existing development of the city's facilities restrained her progress, retarded a regular increase in the diversity of her products?

Progress is never lethargic but always active and alert. Under the modern dispensation of commerce, life, that city which has the greatest command of the means of rapid and economical transportation of commodities of the products of its industrial activity from itself to other commercial centers, is likely to have a decided advantage in the race for eminence, for the competition for the acquisition of independence and wealth, in the struggle for supremacy—Wheeling is now striving for equality only. She must gain that before she enters the lists for distinction and supremacy. She enjoys at present the benefits of two rivaling lines, the Benwood and one from St. Louis, to the Junction. She is also a way station on the O. & W. P. railroad. Her best promise is held out by the Ohio River road.

The "Achilles heel" of Wheeling, if I may so express it, is her lack of conservatism. When the animating wind of progress spread over this section, after the war, it seems from some cause, to have either missed Wheeling or touched her too lightly; her vulnerable point is her lack of persistent enterprise. I am not in the least disposed to undervalue the advantages of saddling oppressive debts upon the city, but I do desire to see her manifest some faint evidences of the spirit of modern progress—the spirit which built beyond and is now building Pittsburgh.

Wheeling assists in providing transportation, but she does not come to her and compete for her favors in the way of traffic. I am not among those either who believe in the infallibility, the efficacy or the wisdom of the "Inter-State" bill as it is now enacted, interpreted and administered.

As to the railroad bridge, there certainly is the sentiment prevailing, that it should be built. How is it now for me to discuss it? I do not think it might be so purpose. I did throw out some suggestions, but they were intended to help set the ball in motion. I do not desire to father or cousin any wild schemes, or rush the city in debt. She has some stock in the matter, and it might be sagacious to sell—such as her stock in the Pittsburgh, Wheeling & Kentucky railroad.

COLD SHORT.

Wheeling, September 27th, 1887.

Two Much Cakes.

cannot be taken in the selection of toilet soaps. Colgate & Co.'s are the best. Try Colman's Bouquet.

MATH.

A college for women, modeled after Wellesley and Vassar, will be established at Denver, Col., as soon as possible.

Two bottles of Ely's Cream Balm cured the wife of a well known U. S. A. General and also two army officers in Arizona of calarh.

WHEW.

Pittsburgh and Return.

Commencing Sunday, June 5, and continuing every Sunday until further notice the Baltimore and Ohio will sell excursion tickets to Pittsburgh and return at low rates of fare, to wit: Round trip, \$1.00. Return at \$1.00. Trains leave at 5 and 8:10 A. M., returning arrive at 7 and 11:10 P. M.

Cheap Sunday Excursions on Ohio River Railroad.

Commencing June 12, the Ohio River Railroad will sell excursion tickets every Sunday until further notice. Wheeling to Steubenville and return at the low rate of \$1.50; Wheeling to Parkersburg and return, \$2.25. These good one day only.

Removing a Serious Obstruction Gently.

"Dynamic and gland powder might naturally be used to remove obstructions from the gland in the throat, but the use of this powder is attended with disastrous consequences. For instance, the bowels cannot be violently dosed with soap, nor is there the slightest necessity for so doing. On the contrary, the most judicious use of the bowels is to be maintained. None but the purest and most delicate of medicines should be used, and the bowels should be kept in a state of normal action, not by a cathartic of any kind, but by a gentle laxative, such as the Ely's Cream Balm, which is a most delicate and effective remedy for all such ailments. The liver and stomach, as well as the bowels, are toned and benefited by it.

ALL KINDS OF BOOK AND JOB PRINTING DONE PROMPTLY AND ACCURATELY.

WHEELING, W. VA.

WHEELING & ELM GROVE R. R.—
On and after May 2, 1887, trains on the Wheeling & Elm Grove Railroad will run as follows:

Leave Wheeling: 7:00 A. M., 10:00 A. M., 1:00 P. M., 4:00 P. M., 7:00 P. M., 10:00 P. M.
Leave Elm Grove: 7:15 A. M., 10:15 A. M., 1:15 P. M., 4:15 P. M., 7:15 P. M., 10:15 P. M.

Leave Wheeling: 7:00 A. M., 10:00 A. M., 1:00 P. M., 4:00 P. M., 7:00 P. M., 10:00 P. M.
Leave Elm Grove: 7:15 A. M., 10:15 A. M., 1:15 P. M., 4:15 P. M., 7:15 P. M., 10:15 P. M.

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Leave Elm Grove: 7:15 A. M., 10:15 A. M., 1:15 P. M., 4:15 P. M., 7:15 P. M., 10:15 P. M.

Romantic Marriage.

Monongahela City Republican.

About five years ago in Beallington, Old England, Joseph Tucker met and loved Mary Ann Bower, her mother objected, and the wedding was put off. Years went on and still the mother said no to Joe's pleadings and Mollie's entreaty; and at last weary of waiting he came over to America, about a year ago, but each post brought a letter telling Mary Ann that he was ready and waiting for her. At last she said she would come, and by return sent a ship ticket. Meanwhile he rented and furnished a house in Catburg, near Pratt's, and when his sweetheart arrived on Monday all was ready. Equipped with a license arranged the license permit, and meanwhile the expectant bride found companionship with an English lady. This morning the document arrived from Washington and the wedding came off. Editor Hazard gave the bride away, John Stahl represented the corporation, while Alderman Williams pronounced the vows in a beautiful and graceful address of Purdon and Westminster. It was the happy termination of a little English romance transplanted to the Catburg cottage.

I suffered from a very severe cold in my head for months and used everything recommended but could get no relief. Was advised to use Ely's Cream Balm. It has worked like magic in its cure. I am free from my cold after using the Balm one week, and I believe it is the best remedy known. Feeling grateful for what it has done for me I send this testimonial.

Samuel J. Harris, Wholesale Grocer, 119 Front street, New York.

If you would enjoy your dinner and are prevented by Dyspepsia, use Acker's Dyspepsia Tablets. They are a positive cure for Dyspepsia, Indigestion, Flatulency and all other ailments of the stomach. They are sold by all druggists. Price, 25 and 50 cents. Logan & Co., C. R. Grover, C. Menckemiller, R. B. Burt and Berrie Bros.

Fred, Brown's Jamaica Ginger will relieve any sudden attack of malaria. Never go to a malarious district without it.

DIED.

SCHAMBER—On Wednesday evening, September 28, 1887, at 8 o'clock, Mary C. Schamber, aged 15 years, 6 months and 5 days.

Funeral notice to-morrow.

MEDICAL.

ROUGH ON ITCH.

"Rough on Itch" Ointment cures Skin Humors, Pimples, Fish Worms, Ring Worm, Tetter, Salt Rheum, Freckles, Eruptions, Itch, (ry) Poison, Herpes, Scald Head, Eczema, etc. Druggists, E. S. Wells, Jersey City, N. J.

ROUGH ON BILE PILLS, 10c.

Active and mild. Cures Biliousness, Small Gravel, Stomach and Liver Troubles, Constipation, Anti-Malaria.

ROUGH ON CATARRH.

Complete cure of Catarrh of the Bladder, Uterus, Vagina, etc. Cures all urinary troubles, inflammation, etc. Cures all urinary troubles, inflammation, etc. Cures all urinary troubles, inflammation, etc.

ROUGH ON TOOTHACHE.

Instant relief. Cures all toothaches, neuralgia, etc. Cures all urinary troubles, inflammation, etc. Cures all urinary troubles, inflammation, etc.

ROUGH ON CORNS.

HAIR OIL, 15c.

ELLY'S CATARRH CREAM BALM.

Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sore, Restores the Senses of Taste and Smell.

Try the Cure. HAY-FEVER.

A particle is applied into each nostril and in a few minutes the itching, sneezing, and watering of the eyes are relieved. ELY'S BROTHERS, 235 Greenwich Street, New York.

ST. CHARLES HOTEL.

M. F. & R. A. SCOTT, PROPRIETORS.

Corner Wood Street and Third Avenue, PITTSBURGH, PA.

TRAVELER'S GUIDE.

ARRIVAL AND DEPARTURE OF TRAINS—On and after July 1, 1887—EXTRA TRAINS FOR PASSENGERS ONLY, SUNDAY EXCEPTED. (Monday excepted.—Season Standard time.)

Expres. O. & N. E. R. R. East.

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